



REFERENCE NO. 50164898

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HISTORIC ARCHITECTURAL EVALUATION AND EFFECT REPORT

Sisley Road Maintenance Project, Placer County, CA

AUGUST 14, 2023



ORIGINAL

SUBMITTED BY
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SUBMITTED TO
County of Placer
Department of Public Works, Road
Maintenance
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Executive Summary

At the request of Placer County (County), this Historical Architectural Evaluation and Effect Report has been prepared by Dewberry Engineers Inc. (Dewberry) for the project site. The project is located within Placer County, California (**Figure 1 and Figure 2**) and the County intends to perform maintenance activities along 1.07 miles of Sisley Road from Taylor Road in the south to Callison Road in the north. The project will be funded using the County's Road Maintenance and Rehabilitation Account (RMRA); as such, environmental review would be completed pursuant to the California Environmental Quality Act (CEQA). Therefore, this report was prepared in accordance with CEQA Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources.

The purpose of this investigation was to record this section of Sisley Road and determine the eligibility for listing on the California Register of Historic Resources and evaluate potential effects from proposed maintenance activities. Dewberry conducted the investigation and prepared this technical report for the project in compliance with CEQA Statutes and Guidelines. The purpose of this investigation was to identify any historical resources or historically sensitive properties that could be affected by the project. The investigation included background research, a record search conducted at the North Central Information Center (NCIC), and an intensive pedestrian survey.

Results of the NCIC records search show four resources recorded in the Area of Potential Effect (APE). These are a segment of the Penryn Canal (P-05-001268), a segment of Callison Road (P-31-003277), the Washington Fan Palms along Sisley Road and Orange Hill Road (P-31-4597), and a portion of the Penryn Downtown District (P-31-004591). While the Penryn Canal is within the APE, the segment previously evaluated (C-Rocklin-A-1c-d) is outside the APE but within the study area. Within the 1/4-mile radius of the study area are 35 previously recorded historic-era resources. The resources include historic era, building, structures, sites, and districts. The NCIC shows that eight previous studies have been undertaken within the study area, ranging in date from 1993 to 2015.

Results of the survey did find any historically significant resources in or in the vicinity of the project location. The Lincoln Highway has been determined by a National Park Service study in 2004 to be significant as a whole; however, the property does not illustrate the level of integrity for designation (National Park Service, 2004). Due to alterations to this Lincoln Highway Segment, Sisley Road, as well as the surrounding cultural landscape, associated properties and contributing features, this 1.07-mile segment does not retain a sufficient level of integrity that enables it to contribute to the larger property's historical context and significance identified within the 2004 study. Therefore, this linear property (Sisley Road) is recommended as not eligible for inclusion in the National Register of Historic Places (NRHP), nor is it considered to be a historic resource under the CEQA.

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1. Introduction

Dewberry, on behalf of the Placer County, conducted a historical architectural evaluation for the Sisley Road Maintenance Project (project). The purpose of this investigation was to identify any historical resources or historically sensitive properties that could be affected by the project.

This technical document was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended. Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines, Section 15382). Substantial adverse changes include both physical changes to the historical resource, or to its immediate surroundings such that the significance of the historical resource would be materially impaired. Lead agencies are expected to identify potentially feasible measures to mitigate significant adverse changes in the significance of a historical resource before they approve such projects. Significant adverse change to historical resources may be avoided under CEQA (Guidelines Section 15126.4) by the incorporation of measures to the project design.

The survey and evaluation were conducted on Tuesday, June 20, 2023, by Dewberry's Architectural Historian, Amie Hayes. Ms. Hayes has a B.A. in American Studies & Philosophy and M.A. in Preservation Studies and has over 15 years of historic architectural experience. She qualifies in architectural history under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

1.1 Project Location

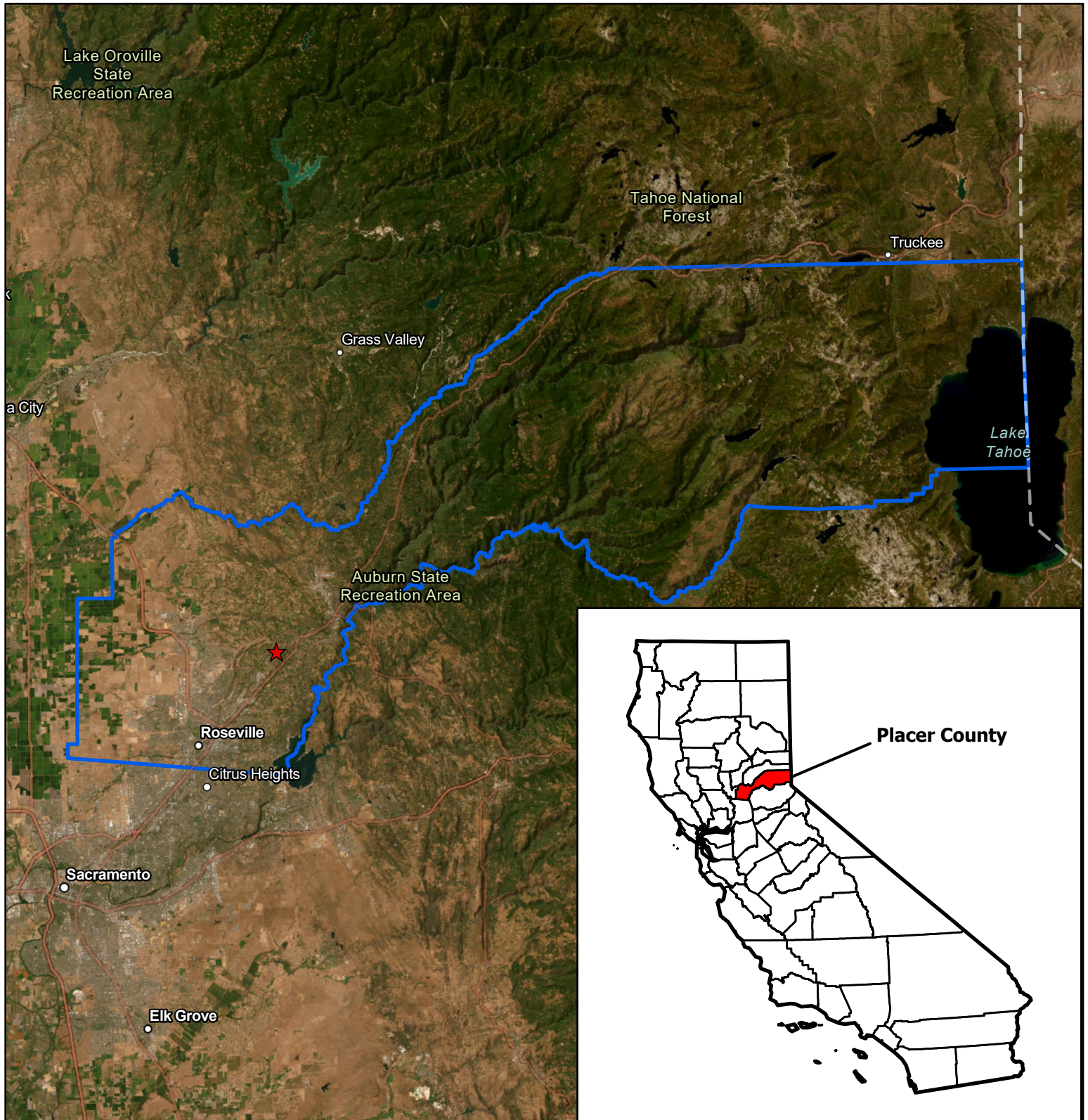
The project is located along Sisley Road from Taylor Road in the south to Callison Road in the north (**Figure 1**). The general land use in the area consists of rural and rural residential uses. The project area has previously been disturbed by construction of roadways and road maintenance activities.

Topographically, the project is mapped on the United States Geological Survey (USGS) 7.5' *Rocklin, California* (2015) quadrangle, Township 12 North, Range 7 East, Section 26, Mount Diablo Baseline and Meridian (**Figure 2**).

1.2 Project Description

Placer County intends to preform maintenance activities along Sisley Road from Taylor Road in the south to Callison Road in the north. The project will be funded using the County's Road Maintenance and Rehabilitation Account (RMRA); as such, environmental review would be completed pursuant to the CEQA. Therefore, this report was prepared in accordance with CEQA Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources.

Regional Location



**Sisley Road
Maintenance Project
Placer County, CA**

Figure 1

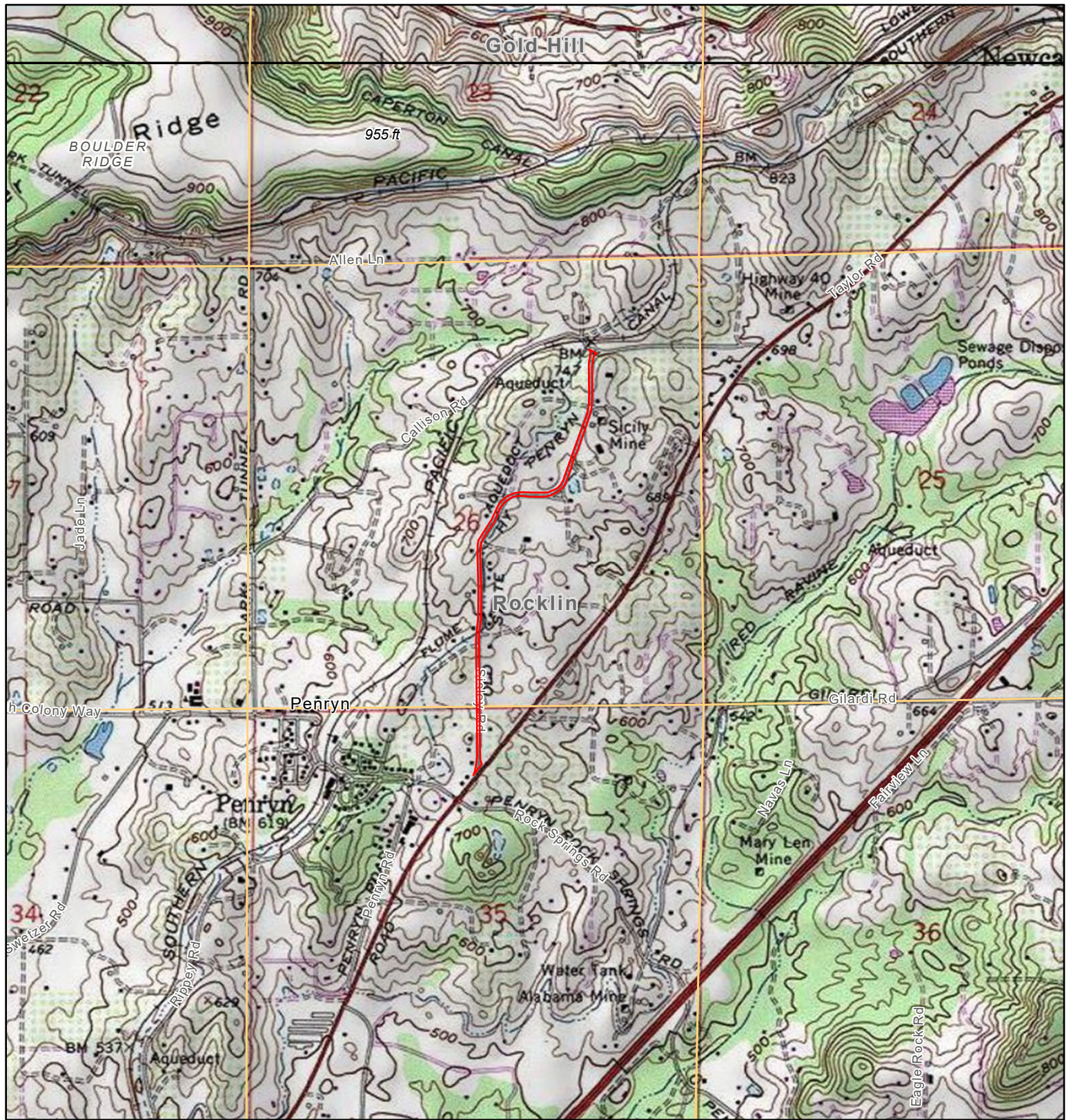
Legend

- ★ Project Location
- Placer County



Author: I. Ciraulo
Last updated on Friday, July 21,
2023





Legend

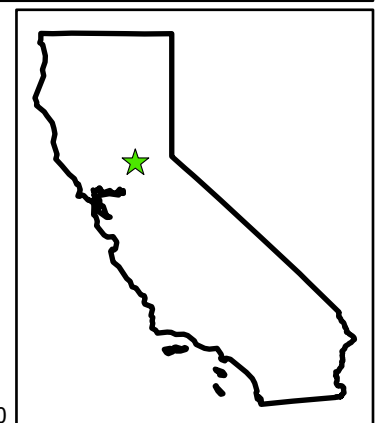
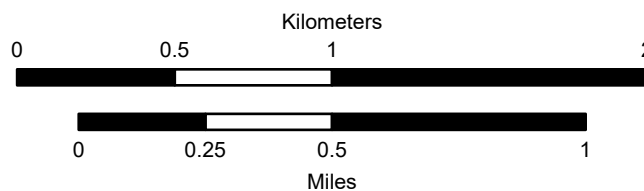
- ★ Site Location
- ▭ Sisley Road

Author: I. Ciraulo
Last updated on Thursday, June 1, 2023

USGS 7.5 Minute Map

Figure 2

Rocklin, California 7.5- minute Quadrangle, 2015
T12N, R07E, Section 26
Placer County, CA



1.3 Area of Potential Effects

The area of potential effects (APE) is confined to the County right-of-way along Sisley Road between Callison and Taylor roads. Construction and staging activities will be confined within the existing roadway. The APE was delineated through the project understanding and generally follows the maximum possible area of direct impact resulting from the project.

2. Regulatory Context

2.1 California Environmental Quality Act Statute and Guidelines

CEQA offers Guidelines on determining the significance of impacts to archaeological and historical resources. CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed “historical resources”) need to be addressed. Section 15064.5(a) of CEQA Guidelines generally defines a historical resource as:

- a resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (California Register);
- a resource listed in a local register of historical resources or identified in a historical resource survey meeting the requirements in Public Resources Code (PRC) Section 5024.1(g); and
- any object, building, structure, site, area, place, record, or manuscript that a lead agency determines is historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the determination is supported by substantial evidence in light of the whole record; or a resource determined by a lead agency to be “historical,” as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

2.1.1 State Significance Criteria

The California Register of Historical Resource (California Register) was created by an act of the State Legislature in 1970. Under the provisions of that legislation, the following resources are automatically included in the California Register (PRC Section 5024.1; Title 14 California Code of Regulations (CCR) Section 4852):

- Resources formally determined eligible for, or listed in, the National Register of Historic Places (National Register) through federal preservation programs administered by the Office of Historic Preservation (OHP), including the National Register program; the Tax Certification program; and the National Historic Preservation Act (NHPA) Section 106 reviews of federal undertakings;
- State Historical Landmarks numbered 770 or higher; and
- Points of Historical Interest recommended for listing in the California Register by the State Historic Preservation Officer (SHPO).

The California Register was modeled after the National Register, and thus has similar eligibility criteria. To be considered eligible for listing on the California Register under CEQA, a resource must possess integrity and demonstrate at least one of the following criteria (CCR 15064.5):

- A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- B. Is associated with the lives of persons important in our past;
- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

- D. Has yielded, or may be likely to yield, information important to the prehistory or history of the local area, California, or the nation.

Eligibility for the California Register also depends on the integrity, or the survival of characteristics of the resource that existed during its period of significance. Eligible historical resources must meet one of the above criteria and retain enough of integrity to convey its period of historical significance. Seven aspects of integrity are evaluated with regard to location, design, setting, materials, workmanship, feeling, and association.

3. Research and Field Methods

Methods of investigation for the project included a records search at the North Central Information Center (NCIC), archival, literature, and historic map research, and a pedestrian survey of the project area.

3.1 North Central Information Center Records Search

To determine the location and nature of previously recorded cultural resources within or near the project site, a records search was performed by Paul Rendes, researcher at the NCIC, California State University, Sacramento, using the California Historical Information System (CHRIS) (File No. PLA-23-34). The project's record search area encompasses the project footprint and a 1/4-mile radius buffer (study area). The NCIC included custom geographic information system (GIS) maps depicting the locations of resources and reports within the study area. Results of the NCIC records search are provided in a confidential appendix in **Appendix A**.

The search also included a review of the Built Environment Resources Directory, Archaeological Determinations of Eligibility and the California Inventory of Historical Resources (1976). In addition to reviewing NCIC archived records and Dewberry's in-house research library, the OHP provides the following online databases that were reviewed for the project:

- National Park Service National Register of Historic Places Nominations
- California Historical Landmarks (CHL) Listing (by county)
- Rancho Plat Maps
- Natural Resource Conservation Service Soil Survey Maps
- Historical Soil Survey Maps
- Five Views: An Ethnic Historic Site Survey for California (OHP 1988)

3.1.1 Results

Results of the NCIC records search show four resources recorded in the Area of Potential Effect (APE). These are a segment of the Penryn Canal (P-05-001268), a segment of Callison Road (P-31-003277), the Washington Fan Palms along Sisley Road and Orange Hill Road (P-31-4597), and a portion of the Penryn Downtown District (P-31-004591). While the Penryn Canal is within the APE, the segment previously evaluated (C-Rocklin-A-1c-d) is outside the APE but within the study area. Within the 1/4-mile radius of the study area are 35 previously recorded historic-era resources, as listed in Table 1 below. The resources include historic era, building, structures, sites and districts. The NCIC shows that eight previous studies have been undertaken within the study area, ranging in date from 1993 to 2015.

Table 1. Previously Documented Cultural Resources Within the Study Area					
*California Historical Landmark (CHL)					
Primary	Address	Description	Type	NRHP & CHL Status	Within APE?
P-31-000964	SR 174, postmile 0.72	Southern Pacific Railroad	Structure, Site	CHL Listed (No. 780)	No

Table 1. Previously Documented Cultural Resources Within the Study Area

*California Historical Landmark (CHL)

Primary	Address	Description	Type	NRHP & CHL Status	Within APE?
P-05-001268	C-Rocklin-A-1c-d	Penryn Canal segment	Structure	Not Eligible	Yes
P-31-003277	Taylor Rd. to UP railroad crossing	Callison Road segment	Structure	Not Eligible	Yes
P-31-003706	7325 English Colony Way	Griffith House	Building	NRHP Listed	No
P-31-003707	SW corner Taylor & Rock Springs Rd.	Griffith Quarry	Building, Site	NRHP Listed, CHL Listed (No. 885)	No
P-31-004566	7330 English Colony Way	Third School Site/Annex	Building, District Element	None, not evaluated	No
P-31-004567	7365 English Colony Way	Parker-Healy House	Building, District Element	None, not evaluated	No
P-31-004574	Penryn Road (near English Colony Way)	China Town Site	Site, District Element	None, not evaluated	No
P-31-004575	2225 Penryn Road	Japanese American Citizens League Hall	Building, District Element	None, not evaluated	No
P-31-004576	2231 Penryn Road	Penryn Fish Market	Building, District Element	None, not evaluated	No
P-31-004577	2239 Penryn Road	Dairiki Grocery	Building, District Element	None, not evaluated	No
P-31-004578	2243-45 Penryn Road	Pastime Club / K&M Garage	Building, District Element	None, not evaluated	No
P-31-004579	2249 Penryn Road	Yamada Grocery	Building, District Element	None, not evaluated	No
P-31-004580	2252 Penry Road	Penryn Buddhist Church	Building, District Element	None, not evaluated	No
P-31-004581	2253 Penryn Road	Mikawa Fish Market	Building, District Element	None, not evaluated	No
P-31-004582	2255 Penryn Road	Rental Residence	Building, District Element	None, not evaluated	No
P-31-004584	7255 Quarry Lane	Carpenter House	Building, District Element	None, not evaluated	No
P-31-004585	7275 Quarry Lane	Craftsman Cottage	Building, District Element	None, not evaluated	No
P-31-004587	7500 Rock Springs Road	Penryn Granite Works; Griffith Quarry Museum & Park	Building, Site, District Element	None, not evaluated	No
P-31-004588	2162 Taylor Road	Hilltop Café; Valencia Club	Building, District Element	None, not evaluated	No
P-31-004590	2151 Yego Street	Methodist Parsonage/Episcopal Church	Building	None, not evaluated	No
P-31-004591	Penryn Downtown	Penryn District	District	Portion within APE, Not Eligible	Partially
P-31-004594	1203 Sisley Road	Sisley Ranch & Mine	Building	None, not evaluated	No
P-31-004597	Sisley Road Washington Fan Palms	Washington Fan Palms along Sisley Rd & Orange Hill Rd.	Object	No longer eligible	Yes
P-31-004611	7397 Callison Road	Bungalow	Building	None, not evaluated	No

Table 1. Previously Documented Cultural Resources Within the Study Area

*California Historical Landmark (CHL)

Primary	Address	Description	Type	NRHP & CHL Status	Within APE?
P-31-004613	7203 Church Street	Bungalow	Building	Not Eligible	No
P-31-004631	7270 English Colony Way	Stone wall	Structure	None, not evaluated	No
P-31-004633	2189 Griffith Lane	Bungalow	Building	None, not evaluated	No
P-31-004638	7259 Quarry Lane	Cottage	Building	None, not evaluated	No
P-31-004639	7265 Quarry Lane	Craftsman Cottage	Building	None, not evaluated	No
P-31-004643	1223 Sisley Road	Modern Residences; Industrial Bldgs.	District	Not Eligible	No
P-31-004644	1366 Sisley Road	Craftsman Cottage	District	Not Eligible	No
P-31-004645	1511 Sisley Road	Remodeled c.1910 Residence	District	Not Eligible	No
P-31-004646	1600 Sisley Road (demolished)	C.1890 Residence, shed, & barn	Building	None, not evaluated	No
P-31-004647	1865 Sisley Road	C. 1890 Residence	Building	None, not evaluated	No
P-31-004648	2054 Sisley Road	Vernacular Cottage	Building	Not Eligible	No

3.2 Historical Research/Outreach

Historical research conducted for preparation of a Department of Parks and Recreation (DPR) form for the 1.07-mile Sisley Road segment of the Lincoln Highway included outreach to local stakeholders, such as the Lincoln Highway Association (LHA), the Placer Historical Society and Sisley Road property owners. Preparation of the DPR included historical and archival research pertaining to Lincoln Highway and this specific segment location within Placer County. Resources used include historical USGS maps, Lincoln Highway maps, and other maps from the late nineteenth and early twentieth centuries, the Placer County Library, and the 2004 Lincoln Highway Special Resource Study/Environmental Assessment. Other sources include prior surveys of nearby properties within the Study Area, Caltrans highway reports and bulletins, and the Federal Highway Administration website.

Outreach was focused on property owners along Sisley Road (Lincoln Highway) as well as the Placer County Historical Society and the LHA. Email correspondence to the President and Vice President of the LHA engaged the group specifically to understand what information the group had about the resource and to understand their concerns and suggestions regarding the potential project. Emails to the LHA in early July 2023, indicate the intent of the California Chapter is for the preservation of Sisley Road in the current condition. A follow up request to discuss the property with the Chapter's Vice President was requested in early July 2023; however, a response was never received. An interview with the Chapter President on July 6, 2023, reiterated this goal. Emails to the Placer County Historical Society during early July 2023 were also sent and the response received on July 5, 2023. President April McDonald-Loomis did not request further consultation nor was information about the property provided.

Moving forward, the County plans to mail a fact sheet, with a link to an online survey, to Sisley Road property owners/residents, the LHA and other stakeholders. The fact sheet will also be available at the Horseshoe Bar-Penryn and Newcastle-Ophir Municipal Advisor Council meetings in September. Feedback from the online survey will be compiled for County review and consideration.

3.3 Survey

Dewberry's Architectural Historian, Amie Hayes, conducted a field survey of the built environment on June 20, 2023. Fieldwork consisted of examining the linear property and affiliated landscape as well as taking photographs of historic properties and noting materials, existing conditions, alterations. During fieldwork, Dewberry also made broader observations of the land use, surroundings, and setting. Upon consulting with the Lincoln Highway Association (LHA), a second site visit was conducted on July 19, 2023, specifically to identify the number and locations of any remaining "C" monuments (Appendix C). Eight monuments were located and are mapped within Figure 1 of the DPR form.

Preparation of the DPR for this segment of Lincoln Highway, known as Sisley Road, concludes the integrity of this 1.07-mile segment is low. Additionally, due to the modern housing, fencing, driveways and associated features such as concrete piers, and utility lines and poles, the original rural context surrounding this segment is largely diminished. The road largely illustrates modern asphalt, though the original concrete material is visible beneath in several areas and the alignment appears generally consistent over time within the period of significance for Lincoln Highway (1913-1956). However, the modern asphalt is a more predominant feature along this segment than the original concrete; further this modern material is typically located beyond the original edge of the roadbed, extending to the center for much of the 1.07-miles. Other areas are wholly paved in modern asphalt, removing any visibility of the underlying original concrete material.

Architectural surveys and reports for some of the adjacent portions of Lincoln Highway have been prepared over the years and are included previously within Table 1, "Previously Documented Cultural Resources Within the Study Area." They include a portion of Lincoln Highway, identified as Callison Road to the north, the Penryn Canal, a portion of the Penryn Downtown District, and a collection of Washington Fan Palms from Orange Hill Road to Callison Road (northern terminus). Additional surveys were prepared during the 1990s for properties located along Sisley Road. They include 1203, 1223, 1366, 1511, 1600, 1865, and 2054 Sisley Road. Most of these properties were determined not to retain integrity at the time of documentation (1990s) while others that were identified to have retained sufficient integrity appear no longer eligible due to alterations and deteriorated conditions observed during the 2023 fieldwork. Additionally, while eligibility of the Penryn Downtown District is identified as locally significant for listing in the National Register within the 1990 DPR, the small portion of this District within the APE no longer appears eligible; however, the district was not fully evaluated for this report. See DPR form (Appendix C) for additional information and locations on the surveyed properties within the Study Area.

4. Historical Overview

Placer County contains a rich cultural resource heritage that includes archeological and historical sites and resources. As this report is focused on the evaluation of Sisley Road, the following sections provide details regarding historic overview of the project area, project site history and current uses.

4.1 Environment and Landscape

The project site is located on the eastern outskirts of the Sacramento Valley, at the valley's interface with the base of the western slopes of the Sierra Nevada in Placer County. The Sacramento Valley forms the northern portion of California's Great Central Valley, which is characterized by an alluvial valley floor. As such, the Sacramento Valley is geologically known as a structural trough that has consistently collected redeposited sediment eroded from surrounding mountain ranges.

The adjacent to the project site's landscape is comprised of open, rurally developed land that has been used for cattle grazing and provides access to the Penryn Canal, which is maintained by the Placer County Water Agency (PCWA). Antelope Creek is the closest water source to the site, located to the east, near Callison Road. Native vegetation in the project region consists of California grasslands with central oak woodland features that are still observable today. The project site includes interior live oak, valley oak and gray pine, as well as various grasses.

4.2 Historical Overview

The project area is located near the Town of Penryn. Welsh immigrant, Griffith Griffith, established a granite quarry on land leased from the Central Pacific Railroad in 1864 (Hoover et al., 1966). In 1865, Griffith's Quarry consisted of the granite works and railroad siding. By the mid-1870s, Penryn was established with a schoolhouse, blacksmith, hotel, saloons, and general stores (Gittings, 2008). The name Penryn is a shortened version of Penrhyn, the name of a Welsh slate quarry at which Griffith once worked.

Joel Parker Whitney was a sheep rancher who owned thousands of acres of property in Placer County. As gold output from the mines diminished, he saw an opportunity to supply citrus fruits to the newly established towns along the Central Pacific Railroad route since nearby Newcastle was one of the primary fruit shipping centers along the railroad. Whitney, along with other ranchers, formed the Placer County Citrus Colony in 1888 (Gudde, 1969). Whitney sold portions of his land to immigrants with the lure of good profits from early citrus ripening in order to beat the Southern California citrus farmers to the eastern markets (Hoover, 1966). About 1,000 California fan palms were planted along the boundaries of the colony. The venture lasted less than 10 years before many of the original investors were scared off by poor soil, a mid-1890s depression, and a malaria outbreak (Gittings, 2008).

4.2.1 Lincoln Highway

The Lincoln Highway became one of America's first signed transcontinental routes for automobile travel, running over 3,000 miles from New York City to San Francisco. At a time when unimproved roads were the norm throughout the nation, promoters of the Lincoln Highway envisioned a "Coast-to-Coast Rock Highway," that symbolized the emergence of the automobile as the predominant method of travel in the country. Planned between 1909 and 1913, the Lincoln Highway was promoted by grassroots efforts to bring interstate access to local communities by incorporating many existing county roads to form a signed interconnected system of local roadways. Motorists could follow the resulting interstate highway route from coast to coast.

The chosen paving material was concrete, a relatively new construction material in 1913. By 1916, most of the Lincoln Highway through Placer County was paved with concrete, including the subject segment, Sisley Road. Becoming part of the original Lincoln Highway network of roads c. 1913, this segment was paved in 1916 as part of California Highway Contract #168, Section 17-A, and includes 7.52-miles of highway from Roseville to Penryn, approximately 15 feet in width and costing approximately \$63,964 (California Highway Commission, 1946). The roadbed itself is composed of 6 inches of non-reinforced concrete (Windmiller, 2023). Additionally, monuments were added every 100 feet along curves and every 300 feet along straight portions of the highway to help identify the roadway as part of the California State Highway system and its right-of-way (Windmiller, 2023). Constructed of concrete with a recessed "C," the 42 inch tall monuments were installed 6 feet above grade with a copper "plug" on the top (California Highway Commission, 1914).

The segment was part of Victory Highway starting in 1921, which transitioned to US Route 40 in 1926 (National Park Service, 2004). When US Route 40 was re-routed to use Taylor Road during the 1930s, it provided a more direct route through Penryn by utilizing Taylor Road instead Sisley Road, which incentivized the establishment of new commercial enterprises beyond the downtown area of Penryn (Kollenberg, 1990). By the 1940s, Taylor Road had become the more prominent thoroughfare funneling the growing interstate vehicular traffic; however, Sisley Road remained in use by locals and as a method to access Callison Road. Patches and repairs to the concrete highway are visible in historic arial views by the early twenty-first century; these repairs have continued over time as the concrete topping and edges along either side of the roadbed continues to spall and deteriorate.

This Lincoln Highway segment is depicted on late nineteenth century USGS Topographical maps in a similar configuration as it is today with a north-south general trajectory. However, a sharp curve in the eastern direction about halfway between Taylor (south) and Callison (north) roads is also illustrated in these early topography illustrations. While maps of Lincoln Highway District 3 and Placer County do not illustrate Sisley Road in the level of detail to discern the sharp east-west curve identified in the USGS

maps, the 1944 USGS map and 1952 historic aerials show the segment in its current configuration, with a more rounded curvature than the sharp eastern shift depicted in earlier maps.

5. Description of Cultural Resources

The 1.07-mile segment of the original Lincoln Highway, known also as Sisley Road, is currently about 24 feet in width, meandering with a general north-south direction between Taylor Road (southern end) to Callison Road (northern end). Paved c. 1916, the original concrete is visible in several areas beneath modern asphalt patches and paving while double yellow traffic lines are visible at the approaches to stop signs at both the north and south junctions along Sisley Road. Where visible, the original concrete is in poor condition (spalling and cracked) but still identifiable by the large stone aggregate and color that was used c. 1916. Original concrete is primarily visible in portions of the center of the road where new asphalt has been used along the right-of-way, making it difficult in most areas to discern the original width of the roadway.

Contextual features include California State Highway “C” Monuments, which identify the highway right-of-way, curvature, and straight portions. Many appear to be removed, missing or lost amidst the overgrown landscaping. Other features include the adjacent Penryn Canal, which appears to have the same alignment, but its configuration is composed of a modern concrete material. The segment of roadway also demonstrates several alterations to the road segment itself and the associated cultural landscape. Changes include the modern asphalt and driveway concrete and piers, new fencing and housing, utility lines and poles, changes to the Penryn Canal (concrete lining) and altered and/or removed palm trees.

There are several properties within the Study Area and along this segment of Sisley Road that have been previously surveyed during the 1990s, including the Penryn Historic District (P-31-4591) and the Washington Fan Palms that extend from the northern terminus at Callison Road to Orange Hill Road (P-31-4597). This surveyed district includes the southernmost portion of Sisley Road, where it intersects with Taylor Road; however, the specific properties identified within the form are south of this Lincoln Highway segment and due to the various changes present (modern asphalt, fencing, and palms), it does not contribute to the larger Penryn Downtown District. Additional surveyed properties in the 1990s within the Study Area and along this segment (but not within the APE) include 1203, 1223, 1366, 1511, 1600, 1865, and 2054 Sisley Road. Of these seven properties, four are documented to have lost architectural integrity by the 1990s and another appears to be no longer extant. Two others are still present (1865 and 1203 Sisley Road); however, visible modifications and deteriorated conditions likely render them no longer eligible.

Given the lack of remaining integrity for this Lincoln Highway segment as well as a lack of intact supporting features and properties that contribute to the surrounding cultural landscape, this segment does not appear eligible under Criterion A (CRHR Criterion 1) or B (CRHR Criterion 2). While the segment contributes to the larger context of Lincoln Highway, the remaining character-defining features of this segment do not retain integrity to convey the significance of this linear property at a local, state or national level. Although the property will continue to be affiliated as part of the original road network establishing the early transcontinental route, this linear property no longer reflects the period of significance (1913-1956) that is identified within the 2004 Special Resource Study. Demonstrating several alterations to the road segment itself and the associated cultural landscape, which previously did encompass contributing features, this highway segment is also not significant under Criterion C (CRHR Criterion 3). Last, modern construction materials and methods render the property not likely to yield information significant to history or prehistory; therefore, the resource is not eligible under Criterion D (CRHR Criterion 4).

6. Findings and Conclusions

No properties within the APE were found eligible for inclusion in the National Register of Historic Places (NRHP), nor are any properties considered to be a historic resource under the California Environmental Quality Act (CEQA). This segment of the Lincoln Highway (Sisley Road) has been substantially modified since it was conceived as a transcontinental highway in 1913 by the Lincoln Highway Association and

then when it was paved in concrete, c. 1916, as part of the road network. These changes to the linear resource as well as the affiliated cultural landscape and features have impacted the integrity of setting, design, materials, workmanship, feeling and association from the time of its original construction.

This 1.07-mile segment of Lincoln Highway, known as Sisley Road, is recommended as not eligible for inclusion in the NRH), nor is it considered to be a historic resource CEQA. Additionally, no other resources were found eligible for listing in the National Register or under CEQA as part of the research for this report.

7. References

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Windmiller, Joel (Lincoln Hwy. California Chapter President) Interview. 2023 July 6 by Amie Hayes.

Appendix A. NCIC Record Search Results

(CONFIDENTIAL)

For confidentiality purposes, Appendix A has been removed from this version of the report.

Appendix B. Correspondence

From: [Joel Windmiller](#)
To: [Hayes, Amie K.](#)
Subject: Re: Lincoln Highway (Sisley Road), Penryn, Placer County
Date: Wednesday, July 5, 2023 7:03:06 PM
Attachments: [image001.png](#)
[1688598149896blob.jpg](#)

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Amie:

Thanks for the email. Yes had a great 4th of July.

I'm available tomorrow late morning if you would like to discuss Sisley Road.

FYI California Chapter's main concern is the preservation of Sisley Road in its current condition.



On Wednesday, July 5, 2023 at 12:11:22 PM PDT, Hayes, Amie K. <akhayes@dewberry.com> wrote:

Hello Joel,

I hope this email finds you well and that you had a great Fourth of July holiday!

I wanted to reach out to you as President of the CA chapter for LHA to discuss a section of Lincoln Highway in Penryn, Placer County. Also known as Sisley Road, this segment extends from Taylor Road (south) to Callison Road (north). Could we set up a time to discuss Lincoln Highway and this segment in Penryn when convenient?

I look forward to hearing from you and appreciate your time to discuss.

Take care,

Amie Hayes
Architectural Historian
D 973.434.7197



www.dewberry.com

From: [Joel Windmiller](#)
To: [Hayes, Amie K.](#)
Cc: [Trey Pitsenberger](#)
Subject: Re: Lincoln Highway (Sisley Road), Penryn, Placer County
Date: Thursday, July 6, 2023 2:44:40 PM
Attachments: [1688668741329blob.jpg](#)
[Sisley Road Historical Background july 2023.pdf](#)
[District 3 LH alignment.jpg](#)
[placer county 1946.jpg](#)
[image001.png](#)

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Amie:

Thank you for contacting the chapter concerning your questions on Sisley Road in Placer County.

Have ccd: Trey Pitsenberger our Chapter VP and Historian he can provide additional information on this section of the Lincoln Highway.

Following attachment will contain background information on this section of the Lincoln-Victory Highway for your report.

If you have additional questions please contact us.

Hope the attachments help and answer your questions.



On Wednesday, July 5, 2023 at 12:11:22 PM PDT, Hayes, Amie K. <akhayes@dewberry.com> wrote:

Hello Joel,

I hope this email finds you well and that you had a great Fourth of July holiday!

I wanted to reach out to you as President of the CA chapter for LHA to discuss a section of Lincoln Highway in Penryn, Placer County. Also known as Sisley Road, this segment extends from Taylor Road (south) to Callison Road (north). Could we set up a time to discuss Lincoln Highway and this segment in Penryn when convenient?

I look forward to hearing from you and appreciate your time to discuss.

Take care,

From: [Hayes, Amie K.](#)
To: [Joel Windmiller](#)
Cc: [Trey Pitsenberger](#); [Howry, Jennifer](#)
Subject: RE: Lincoln Highway (Sisley Road), Penryn, Placer County
Date: Friday, July 14, 2023 6:15:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Joel and Trey,

Regarding the chamfered concrete monuments that have the recessed "C" along the Lincoln Highway right-of-way, I wanted to confirm that these were only placed adjacent to curvatures within the road or if they were also used to note other features or at specific length intervals. Thank you for any additional information you might be able to share about this feature.

Trey, I also wanted to follow up and see if there is a good day/time next week when we could speak about the Lincoln Highway and this specific segment?

Have a great weekend,

Amie Hayes
Architectural Historian
D 973.434.7197
 **Dewberry**
www.dewberry.com

From: Joel Windmiller <joelwindmiller@att.net>
Sent: Thursday, July 6, 2023 2:44 PM
To: Hayes, Amie K. <akhayes@Dewberry.com>
Cc: Trey Pitsenberger <trey@pitsenberger.com>
Subject: Re: Lincoln Highway (Sisley Road), Penryn, Placer County

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Amie:

Thank you for contacting the chapter concerning your questions on Sisley Road in Placer County.

Have ccd: Trey Pitsenberger our Chapter VP and Historian he can provide additional information on this section of the Lincoln Highway.

Following attachment will contain background information on this section of the Lincoln-Victory Highway for your report.

If you have additional questions please contact us.

From: [Hayes, Amie K.](#)
To: [April McDonald](#)
Subject: RE: Lincoln Highway (Sisley Road), Penryn, Placer County
Date: Wednesday, July 5, 2023 7:42:00 PM
Attachments: [image001.png](#)

April, thank you for the quick response.

In addition to looking for information, I would like to engage the Historical Society members and others that might be interested in the resource or want to participate in the community outreach. There will be some outreach materials that I can share once they are ready, or if you know of other groups or individuals who might be interested, please let me know. I am also in touch with the LHA.

Thanks,

Amie Hayes
Architectural Historian
D 973.434.7197
 **Dewberry**
www.dewberry.com

From: April McDonald <april400@wavecable.com>
Sent: Wednesday, July 5, 2023 4:58 PM
To: Hayes, Amie K. <akhayes@Dewberry.com>
Subject: Re: Lincoln Highway (Sisley Road), Penryn, Placer County

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

We do not have anything for you but would suggest you contact the Lincoln Highway Association. There is a local chapter.

April McDonald-Loomis
President
PCHS

On Jul 5, 2023, at 12:26 PM, Hayes, Amie K. <akhayes@Dewberry.com> wrote:

Hello Placer County Historical Society,

I am evaluating a portion of Lincoln Highway known as Sisley Road, which is located in Penryn. I would like to understand if the Historical Society has any related information and would like to discuss this segment of the Lincoln Highway with those that may have some feedback and/or interest in the resource.

Could you please direct my request as needed or if there is a better contact for me to direct my inquiry, please let me know. I have also reached out to the local CA chapter of the Lincoln Highway Association.

Thank you and I look forward to hearing from you!

Amie Hayes
Architectural Historian
D 973.434.7197
[<image001.png>](#)
www.dewberry.com

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is intended only for the use of the person(s) to whom it is addressed and may contain confidential and privileged information. Any unauthorized review, use, disclosure, copying, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

Appendix C. Department of Parks and Recreation (DPR) Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other
Review Code

Reviewer

Date

Listings

Page 1 of 17 *Resource Name or #: (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co.

P1. Other Identifier: Sisley Road

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Placer and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Rocklin Date 2015 T 12N; R 07E; SW 1/4 of NE 1/4 of Sec 26; M.D.B.M.

c. Address: Sisley Road, from Taylor Road north to Callison Road City: Penryn Zip: 95663

d. UTM: (Give more than one for large and/or linear resources) South end - Zone 10; 659274.90 mE / 4302089.91 mN
North end - Zone 10; 659728.82 mE / 4303480.76 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

Beginning at the junction of Taylor Road to the south, Sisley Road (the segment) ends at Callison Road to the north.
The 1.07-mile road segment predominantly extends north-south.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) A 1.07-mile segment of the original Lincoln Highway, Sisley Road was paved c. 1916 and is about 24 feet in width, meandering with a general north-south direction between Taylor Road (southern end) to Callison Road (northern end). (Continued)

*P3b. Resource Attributes: (List attributes and codes) HP11 (Engineering Structure), HP37 (Highway/trail),

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing:

P5b. Description of Photo: (view, date, accession #) Photo 1 - Sisley Road (Lincoln Hwy.) View North from Taylor Road intersection, 6/20/2023 (Continued)



*P6. Date Constructed/Age and Source:

☒ Historic ☐ Prehistoric ☐ Both
Unknown (prior 1891 USGS map)

*P7. Owner and Address:

County of Placer

Department of Public Works,

Road Maintenance

3091 County Center Drive

Auburn, CA 95603

*P8. Recorded by: (Name, affiliation, and address)

Amie Hayes, Dewberry Engineers Inc.

11060 White Rock Road, Suite 200
Rancho Cordova, CA 95670-6061

*P9. Date Recorded: 7/28/2023

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources or enter "none.")

Historical Architectural Evaluation and Effect Report for Sisley Road (Penryn, CA). Prepared by Dewberry

Engineers Inc., Rancho Cordova for County of Placer, Department of Public Works, Road Maintenance.

*Attachments: ☐ NONE ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

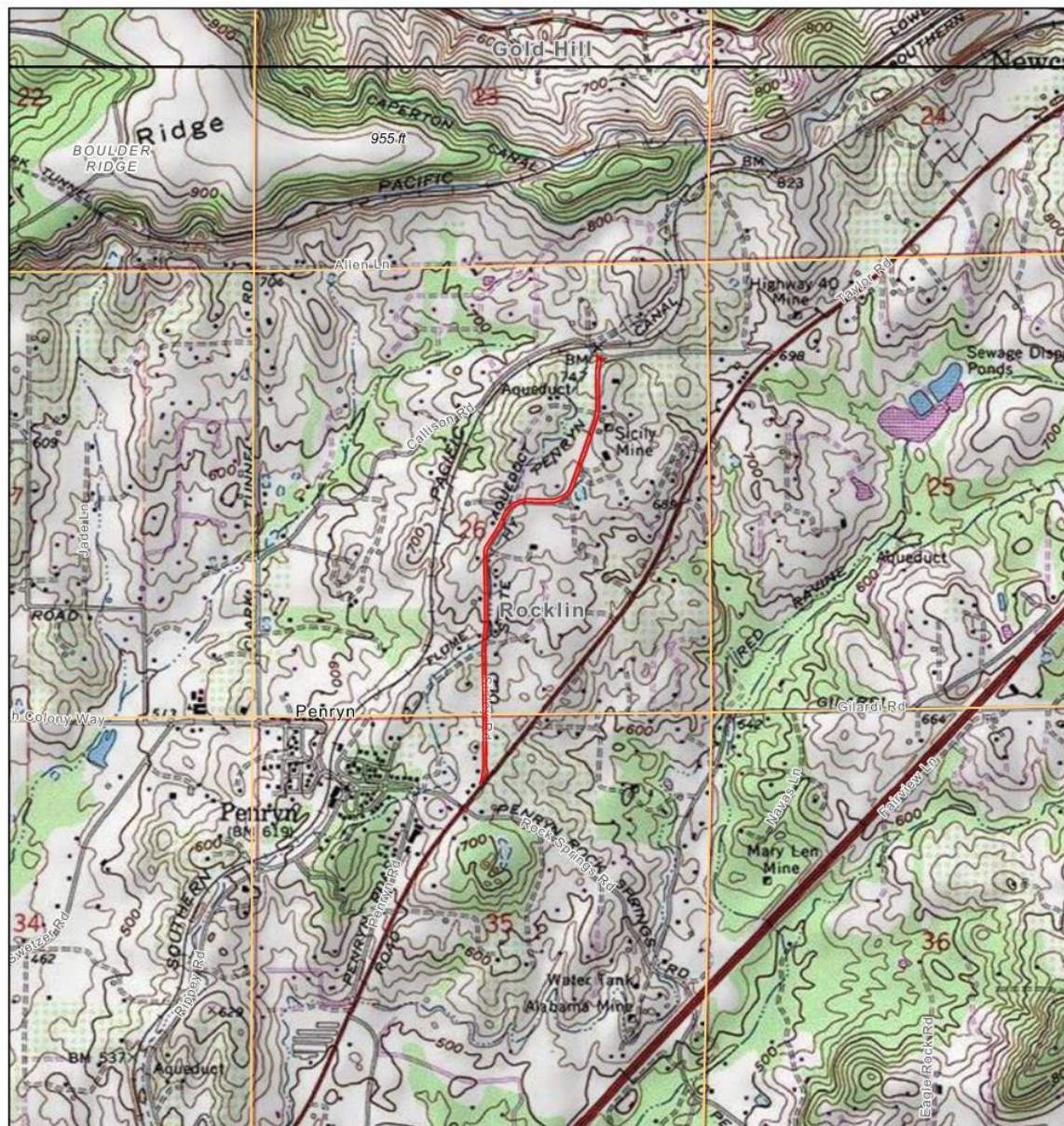
☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 of 17 *Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co.
*Map Name: USGS 7.5 Minute Map; Rocklin, CA *Scale: 1:24000 *Date of map: 2015



Legend

- ★ Site Location
- Sisley Road

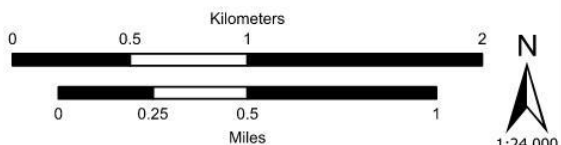
Author: I. Ciraulo
Last updated on Thursday, June 1,
2023



USGS 7.5 Minute Map

Figure 2

Rocklin, California 7.5-minute Quadrangle, 2015
T12N, R07E, Section 26
Placer County, CA



BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z

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B1. Historic Name: Lincoln Highway (segment)

B2. Common Name: Sisley Road

B3. Original Use: Vehicular movement

B4. Present Use: Vehicular Movement

*B5. Architectural Style: N/A

*B6. Construction History: *(Construction date, alterations, and date of alterations)*

The Lincoln Highway segment currently known as Sisley Road is depicted on the USGS Topographical map by 1888 in a similar configuration with a north-south general trajectory.¹ Later 20th century topographical maps (including 1891) continue to depict Sisley Road in the same configuration², which includes a sharp curve in the eastern direction about halfway between Taylor (south) and Callison (north) roads. Many of the subsequent maps of Lincoln Highway (California, District 3) and Placer County do not illustrate Sisley Road in a level of detail to discern if the sharp east-west curve identified in the USGS maps remains during the early twentieth century. However, the 1944 US Geological survey map³ illustrates the sharp curvature has been altered and by 1952, historic arials show the segment in its current configuration. The shift in direction is still present, but appears to be a softer transition; possibly, to accommodate the automobile, this sharp curve was altered during construction of Lincoln Highway.

Becoming part of the original Lincoln Highway network of roads c. 1913, this segment was paved in 1916 as part of California Highway Contract #168, Section 17-A, and includes 7.52-miles of highway from Roseville to Penryn, costing approximately \$63,964.⁴ This report also notes the roadway width to be 15' and, through interviews with the Lincoln Highway Association (LHA), the roadbed is understood to be composed of 6" of non-reinforced concrete.⁵ Additionally, monuments were added every 100' along curves and every 300' along straight portions of the highway to help identify the roadway as part of the California State Highway system (Photo 9).⁶ Constructed of concrete with a recessed "C," the 42" tall monuments were installed 6' above grade with a copper "plug" on the top.⁷

The segment was part of Victory Highway starting in 1921, which transitioned to US Route 40 in 1926.⁸ When US Route 40 was modified to utilize Taylor Road during the 1930s instead of Sisley Road, it provided a more direct route through Penryn and incentivized the establishment of new commercial enterprises beyond the downtown area of Penryn.⁹ During the 1940s, Taylor Road was part of the prominent interstate highway that funneled the growing vehicular traffic; however, Sisley Road remained in use by locals and as a method to access Callison Road.¹⁰ US Route 40 became incorporated into Interstate 80 during the mid-twentieth century, which is present to the east of this Lincoln Highway segment. Patches and repairs to the concrete highway are visible in historic arial views by the early twenty-first century;¹¹ these repairs have continued over time as the concrete topping and edges along either side of the roadbed continues to spall and deteriorate.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features: 1) Washington Fan Palms located along western frontage south of Callison Road; 2) California State Highway "C" Monuments (8 are known to remain); 3) modern Lincoln Highway sign (near Taylor Road). See Figure 1, Lincoln Highway Segment Features (Sisley Road).

B9a. Architect: Unknown b. Builder: Unknown

¹ Gannett, Henry; Chief Geographer. USGS Topographic Map, 434 Sacramento, CA 1888. Scale: 1:125000. Accessed online in July 2023 at www.txu-pclmaps-topo-ca-sacramento-1888.jpg (2984x3578) (utexas.edu).

² Gannett, Henry; Chief Geographer. USGS Topographic Map, 250 Sacramento, CA. 1891. Scale: 1:125000. Accessed online in July 2023 at [CA.Sacramento.299588.1891.125000.geo.jpg\(5300x5300\)\(usgs.gov\)](http://CA.Sacramento.299588.1891.125000.geo.jpg(5300x5300)(usgs.gov)).

³ U.S. Geological Survey, 1944, USGS 1:62500-scale Quadrangle for Auburn, CA 1944: U.S. Geological Survey.

⁴ California Highway Commission, Dept of Engineering, State of California. Bi-Annual Report. 30 June 1946, p. 288.

⁵ Windmiller, Joel (Lincoln Hwy. California Chapter President) Interview. 2023 July 6 by Amie Hayes.

⁶ Windmiller, Joel (Lincoln Hwy. California Chapter President) Interview. 2023 July 6 by Amie Hayes.

⁷ California Highway Commission, Dept. of Engineering, State of California. California Highway Bulletin. 1914, July 1. Vol. II, No. 1, p. 13.

⁸ National Park Service, U.S. Department of the Interior. Lincoln Highway: Special Resource Study, Environmental Assessment, 2004, p. 20, 23.

⁹ Kollenberg, Mary Ann. Placer County Department of Parks and Museums, Penryn District. Survey No. P-31-4591 (Property 088801), 1990, p.5.

¹⁰ Windmiller, Joel (Lincoln Hwy. California Chapter President) Interview.

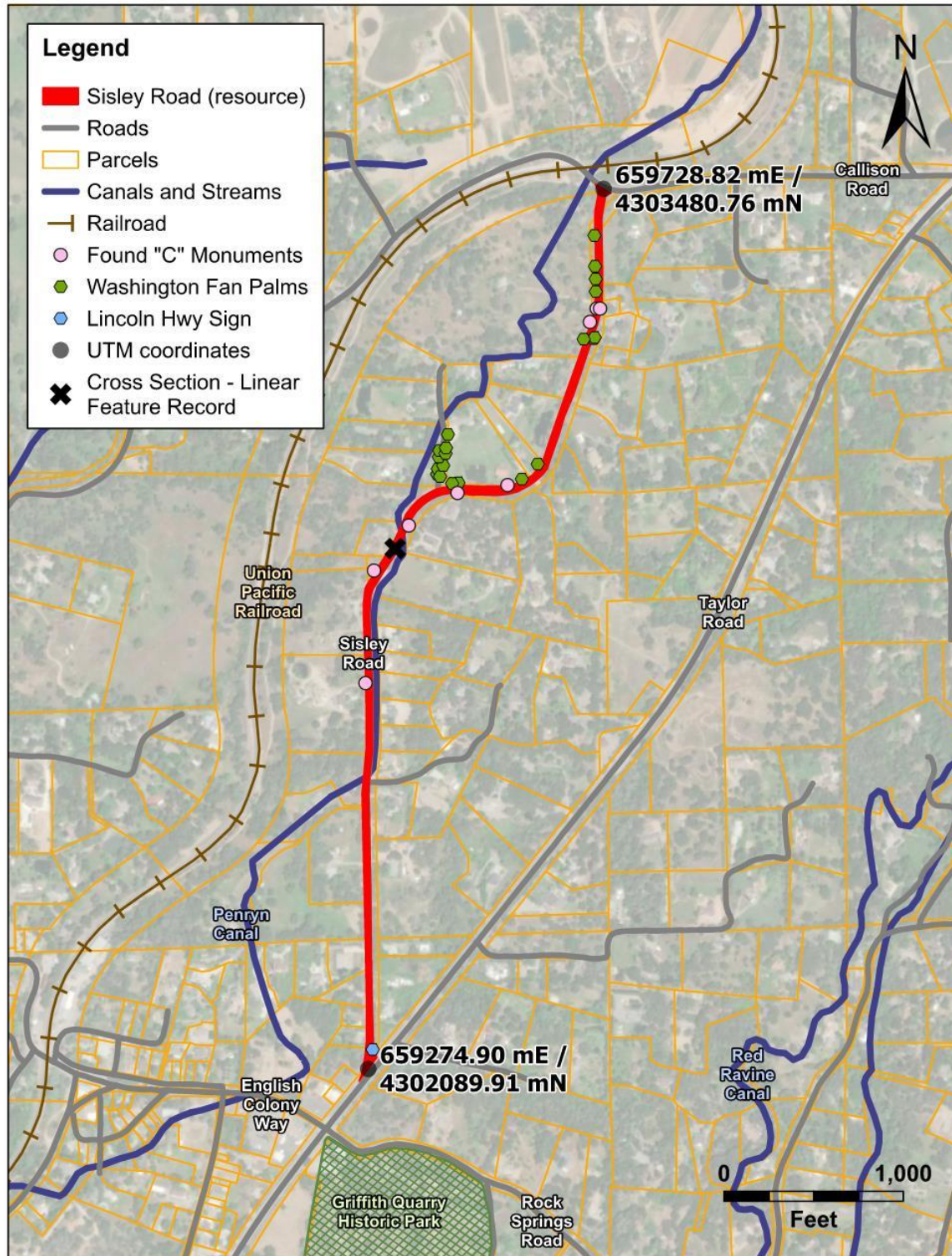
¹¹ Nationwide Environmental Title Research, Historic Aerials, 1952-2020. Accessed during 7/2023 at <https://www.historicaerials.com/viewer>.

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z

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Figure 1: Lincoln Highway Segment Features (Sisley Road)



BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z

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*B10. Significance: Theme - Transcontinental Highway Area - California, Placer County
Period of Significance: 1913-1956 Property Type: Early 20th century highway Applicable Criteria: N/A

(Discuss importance of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Lincoln Highway is one of the first networks of transcontinental roads, if not the first, to carry automobiles from New York City to San Francisco and became well known during the early twentieth century. Conceived in 1913 by a group of industry officials and supporters, who ultimately became the Lincoln Highway Association (LHA), the route was formally announced on September 14, 1913. Spearheaded by Carl G. Fisher to make America accessible and named after Abraham Lincoln, the route was dedicated October 31, 1913.¹² Significant for its role in the evolution of automobile influence during the early twentieth century, the LHA's marketing campaign established an identity for the highway, which furthered the popularity and use of the highway.¹³ Over time, Lincoln Highway became incorporated into other transcontinental routes such as Victory Highway and later US Route 40. Additionally, the highway has evolved to include second and third routes as well as auxiliary roads; however, the Sisley Road segment is identified as part of the original Lincoln Highway route from New York City to San Francisco.¹⁴

In 2004, the National Park Service Special Study concluded that Lincoln Highway is significant as an excellent example of a transcontinental road network, possesses a unique value to interpret the advancement of automobile roadways and their connectivity, and provides quality opportunity for the public to engage with and learn from the resource.¹⁵ This study established a period of significance for Lincoln Highway which begins in 1913, upon formation of the LHA, and concludes in 1956, upon approval of the Federal Aid Highway Act (which later brought construction of the adjacent Interstate 80). The study also determined that the integrity of Lincoln Highway, as a whole, has been compromised. As it does not retain a high degree of integrity to represent an intact example of a transcontinental road network, it is not eligible to be listed (as a whole resource); however, individual segments may still retain integrity and be eligible for listing. Chapters of the LHA still exist in associated states across the country with the goal to preserve the highway as it was initially constructed (1913-1926).¹⁶

The integrity of this 1.07-mile segment of Lincoln Highway (Sisley Road) is low. Additionally, due to the modern housing, fencing, driveways and associated features such as concrete piers, and utility lines and poles, the original rural context surrounding this segment is largely diminished. The road primarily illustrates modern asphalt, though the original concrete material is visible beneath in several areas and the alignment appears generally consistent over time within the period of significance for Lincoln Highway (1913-1956). However, the modern asphalt is a more predominant feature along this segment than the original concrete and is typically located beyond the original edge of the roadbed, extending to the center for much of the 1.07-miles this segment encompasses. Other areas are wholly paved in modern asphalt, removing any visibility of the underlying original concrete material.

Contextual features include the eight (8) located California State Highway "C" Monuments, which identify the highway right-of-way, curvature, and straight portions. While more could remain, only eight were able to be located and several of these were difficult to find due to the overgrowth, new development, fencing, and other streetscape features that have obstructed or even removed this feature. There are also several palms located at the northern end, which extend to Orange Hill Road; however, many have had their top fronds removed. At the southern end, a c. 1980s row of palms front onto the streetscape; however, these were planted beyond the 1913-1956 period of significance and do not contribute to the historical context. Other features include the adjacent Penryn Canal, which appears to have the same configuration (crossing back and forth across the segment) but is lined with a modern concrete material and encompasses various modern features to help funnel the water flow.

¹² National Park Service, Lincoln Hwy Special Resource Study, p. 3; Automobile Hall of Fame. Accessed on July 25, 2023 at <https://www.automotivehalloffame.org/honoree/carl-g-fisher/>.

¹³ National Park Service, Lincoln Hwy Special Resource Study, p. 3.

¹⁴ Lincoln Highway Association. Official Map of the Lincoln Highway. Accessed online during July 2023 at <https://www.lincolnhighwayassoc.org/map/>; Windmiller, Joel (Lincoln Hwy. California Chapter President) Interview; California Highway Commission, 1946.

¹⁵ National Park Service, Lincoln Hwy Special Resource Study, p. iii.

¹⁶ Windmiller, Joel (Lincoln Hwy. California Chapter President) Interview.

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z
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In addition to the Penryn Canal, there are several properties within the Study Area that are located along this segment of Sisley Road and were surveyed during the 1990s, including the Penryn Historic District (P-31-4591)¹⁷ and the Washington Fan Palms that extend from the northern terminus at Callison Road, to Orange Hill Road (P-31-4597). See Table 1, Previously Documented Cultural Resources Within the Study Area, and the corresponding Figure 2 for locations of the surveyed properties within the Study Area. This surveyed district includes the southernmost portion of Sisley Road, where it intersects with Taylor Road; however, the specific properties identified within the form are south of this Lincoln Highway segment and not located within the limits of the Sisley roadway. The palms were noted as “diseased” on the 1992 survey form, but still to retain sufficient integrity at that time; however, as several have now been altered through the removed fronds and/or removed due to disease, this collective landscape resource no longer retains integrity as several are missing making the design intent difficult to discern. Additional previously surveyed properties within the Study Area along limits of the Sisley roadway include 1203, 1223, 1366, 1511, 1600, 1865, and 2054 Sisley Road. Of these seven properties, four were determined to have lost architectural integrity while 1600 Sisley Road appears to be no longer be extant. 1865 Sisley Road is present on the eastern side of the road and setback from the streetscape, which is consistent with its (likely) mid-nineteenth century construction date. However, the current condition illustrates a deteriorated roof and visible alterations include the brick porch columns with a prominent mortar. The survey (P-31-4647)¹⁸ identifies that during the 1990s sufficient integrity still remains, but more research is needed to determine listing eligibility. Due to the visible alterations and existing deteriorated conditions, it is unlikely the property is eligible for listing. 1203 Sisley Road is also still present, setback from the streetscape over 100’, and illustrates a moderate degree of integrity due to remaining features that include the general form and massing, porch balustrade and gable detailing, brick foundation, and bay window. However, various changes likely preclude it from designation. These include the octagonal window along the west-facing façade and the various aluminum replacement windows. The 1990 survey form (P-31-4594)¹⁹ explains the property was constructed c. 1887 for John Sicily (Sisley), a local rancher, and that the Sisley Gold Mine and associated buildings are located on the adjacent property; however, no associated extant buildings were located along this segment that appear to be contextual to the Sisley Gold Mine.

Given the lack of remaining integrity for this Lincoln Highway segment as well as a lack of intact supporting features and properties that contribute to the surrounding cultural landscape during the 1913-1930s period which represents the segment’s use as part of the Lincoln Highway network of roads, this segment does not appear eligible under Criterion A (CRHR Criterion 1) or B (CRHR Criterion 2). While the segment contributes to the larger context of Lincoln Highway, the remaining character-defining features of this segment do not retain integrity to convey the significance of this linear property at a local, state or national level. Although the property will continue to be affiliated as part of the original road network establishing the early transcontinental route, this linear property no longer reflects the period of significance (1913-1956) that is identified within the 2004 Special Resource Study. Demonstrating several alterations to the road segment itself and the associated cultural landscape, which previously did encompass contributing features, this highway segment is also not significant under Criterion C (CRHR Criterion 3). Changes include the modern asphalt and driveway concrete and piers, new fencing and housing, utility lines and poles, changes to the Penryn Canal (concrete lining and modern metal features) and altered and/or removed palm trees. Additionally, though several “C” monuments were located (8 total), it appears this feature has also been altered in that several have likely been removed or are within overgrown areas, so as not to be identifiable; therefore, the remaining monuments contribute to the resource, but as a collective contributing feature, this element has been altered by the loss of several monuments. Last, modern construction materials and methods render the property not likely to yield information significant to history or prehistory; therefore, the resource is not eligible under Criterion D (CRHR Criterion 4).

This Sisley Road segment of the Lincoln Highway has been substantially modified since it was conceived in 1913 by the Lincoln Highway Association and from when it was paved in concrete, c. 1916, as part of the Lincoln Highway transcontinental network of roads. These changes to the linear resource as well as alterations to the affiliated cultural landscape and features have impacted the integrity of setting, design, materials, workmanship, feeling and association from the time of its original construction. Therefore, the linear property is recommended as not eligible for inclusion in the National Register of Historic Places (NRHP), nor is it considered to be a historic resource under the California Environmental Quality Act.

¹⁷ Kollenberg, Mary Ann. Placer County Department of Parks and Museums, Penryn District. Survey No. P-31-4591 (Property 088801), 1990.

¹⁸ Terhorse, Brian F. Placer County Department of Museums Cultural Resources Inventory. Survey # P-31-4647. Property ID 109618, 1865 Sisley Road, 1992.

¹⁹ Tucker, David. Placer County Department of Parks and Museums, Placer County Survey, Phase I, Sicily Ranch and Mine, 1203 Sisley Road. Survey No. P-31-4594, 1990.

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z
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Table 1. Previously Documented Cultural Resources Within the Study Area				
*California Historic Landmark				
Primary	Address	Description	Type	NRHP & *CHL Status
P-31-000964	SR 174, postmile 0.72	Southern Pacific Railroad	Structure, Site	CHL Listed (No. 780)
P-05-001268	C-Rocklin-A-1c-d	Penryn Canal segment	Structure	Not Eligible
P-31-003277	Taylor Rd. to UP railroad crossing	Callison Road segment	Structure	Not Eligible
P-31-003706	7325 English Colony Way	Griffith House	Building	NRHP Listed
P-31-003707	SW corner Taylor & Rock Springs Rd.	Griffith Quarry	Building, Site	NRHP Listed, CHL Listed (No. 885)
P-31-004566	7330 English Colony Way	Third School Site/Annex	Building, District Element	None, not evaluated
P-31-004567	7365 English Colony Way	Parker-Healy House	Building, District Element	None, not evaluated
P-31-004574	Penryn Road (near English Colony Way)	China Town Site	Site, District Element	None, not evaluated
P-31-004575	2225 Penryn Road	Japanese American Citizens League Hall	Building, District Element	None, not evaluated
P-31-004576	2231 Penryn Road	Penryn Fish Market	Building, District Element	None, not evaluated
P-31-004577	2239 Penryn Road	Dairiki Grocery	Building, District Element	None, not evaluated
P-31-004578	2243-45 Penryn Road	Pastime Club / K&M Garage	Building, District Element	None, not evaluated
P-31-004579	2249 Penryn Road	Yamada Grocery	Building, District Element	None, not evaluated
P-31-004580	2252 Penry Road	Penryn Buddhist Church	Building, District Element	None, not evaluated
P-31-004581	2253 Penryn Road	Mikawa Fish Market	Building, District Element	None, not evaluated
P-31-004582	2255 Penryn Road	Rental Residence	Building, District Element	None, not evaluated
P-31-004584	7255 Quarry Lane	Carpenter House	Building, District Element	None, not evaluated
P-31-004585	7275 Quarry Lane	Craftsman Cottage	Building, District Element	None, not evaluated
P-31-004587	7500 Rock Springs Road	Penryn Granite Works; Griffith Quarry Museum & Park	Building, Site, District Element	None, not evaluated
P-31-004588	2162 Taylor Road	Hilltop Café; Valencia Club	Building, District Element	None, not evaluated
P-31-004590	2151 Yego Street	Methodist Parsonage/Episcopal Church	Building	None, not evaluated
P-31-004591	Penryn Downtown	Penryn District	District	Not Eligible
P-31-004594	1203 Sisley Road	Sisley Ranch & Mine	Building	None, not evaluated
P-31-004597	Sisley Road Washington Fan Palms	Washington Fan Palms along Sisley Rd & Orange Hill Rd.	Object	No longer eligible
P-31-004611	7397 Callison Road	Bungalow	Building	None, not evaluated
P-31-004613	7203 Church Street	Bungalow	Building	Not Eligible
P-31-004631	7270 English Colony Way	Stone wall	Structure	None, not evaluated

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z
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Table 1. Previously Documented Cultural Resources Within the Study Area				
*California Historic Landmark				
Primary	Address	Description	Type	NRHP & *CHL Status
P-31-004633	2189 Griffith Lane	Bungalow	Building	None, not evaluated
P-31-004638	7259 Quarry Lane	Cottage	Building	None, not evaluated
P-31-004639	7265 Quarry Lane	Craftsman Cottage	Building	None, not evaluated
P-31-004643	1223 Sisley Road	Modern Residences; Industrial Bldgs.	District	Not Eligible
P-31-004644	1366 Sisley Road	Craftsman Cottage	District	Not Eligible

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References:

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*B12. References: (Continued)

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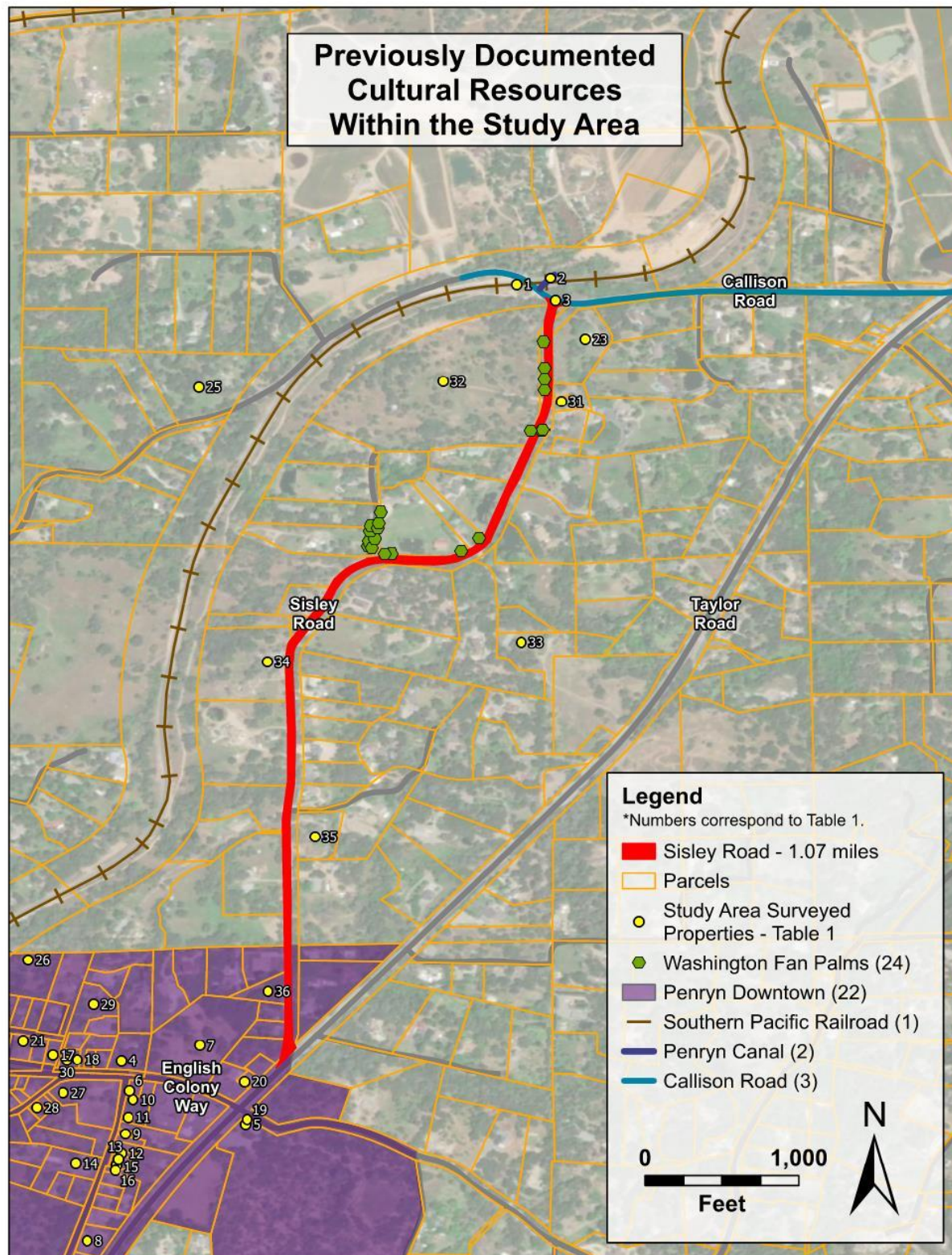
The Lincoln Highway: The Story of a Crusade that Made Transportation History United States, Dodd, Mead, 1935.

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z

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Figure 2: Previously Documented Cultural Resources Within Study Area (0.25-mile)



BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sisley Road (Lincoln Hwy.), Penryn, Placer Co. *NRHP Status Code 6z

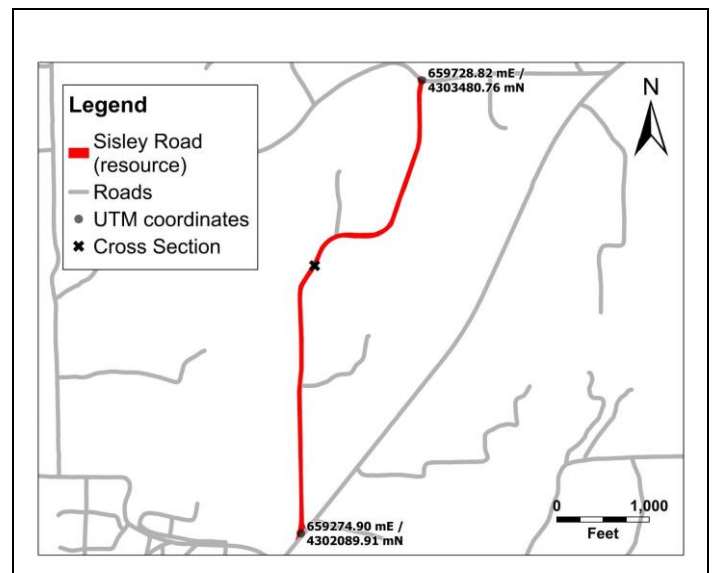
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B13. Remarks:

*B14. Evaluator: Amie Hayes, Dewberry Engineers Inc.
11060 White Rock Road, Suite 200
Rancho Cordova, CA 95670-6061

*Date of Evaluation: 7/28/2023

(This space reserved for official comments.)



LINEAR FEATURE RECORD

Property Name: Sisley Road (Lincoln Hwy.), Penryn, Placer Co.

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Recorded by: Dewberry Engineers Inc.

L1. Historic and/or Common Name: Lincoln Highway segment: Sisley Road

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** See Figure1

b. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

Beginning at the junction of Taylor Road to the south, Sisley Road (the segment) ends at Callison Road to the north. The 1.07-mile road segment predominantly extends north-south.

UTM: South end - Zone 10; 659274.90 mE / 4302089.91 mN

UTM: North end - Zone 10; 659728.82 mE / 4303480.76 mN

L3. Description: (Describe construction details, materials, and artifacts found at segment/point. Provide plans/sections as appropriate.)

Just over a mile, this segment of the original Lincoln Highway was paved in concrete c. 1916 and is about 24 feet in width. Original concrete is visible in several areas beneath modern asphalt patches and paving; double yellow traffic lines are visible at the approaches to stop signs at both the north and south junctions along Sisley Road. Curbing is not present along the roadway; however, several areas exhibit a grade change of several inches (6"-12") from the top of the roadway down to the right-of-way.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. **Top Width** Approximately 25'

b. **Bottom Width** N/A

c. **Height or Depth** N/A

d. **Length of Segment** 1.07-mile

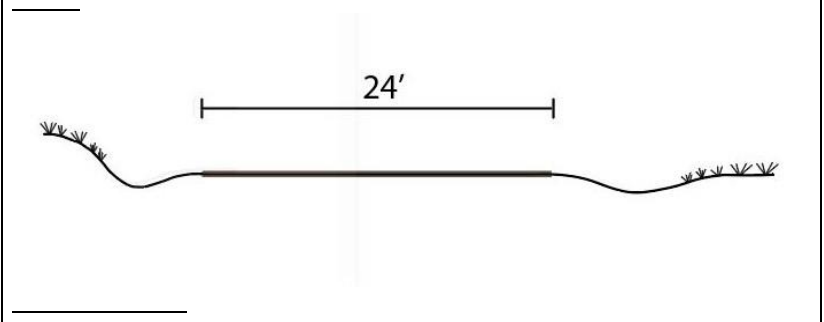
L5. Associated Resources: None

L6. Setting: (Describe natural features, landscape, characteristics, slope, etc., as appropriate.):

This segment is generally rural, but several late 20th and early 21st century houses are prominent along the streetscape. There are palms along the north and southern portions, the Penryn Canal is visible and within the right-of-way in several

L4e. Sketch of Cross-Section (include scale)

Facing: North



L8a. Photograph, Map or Drawing



areas, and the topography is generally flat with a few curves, especially east of Orange Hill Road.

L7. Integrity Considerations:

The road largely illustrates modern asphalt, though the original concrete material is visible beneath in several areas and the alignment appears generally consistent over time. The modern asphalt is a more predominant feature along this segment than the original concrete.

L8b. Description of Photo, Map, or Drawing

(View, scale, etc.) Photo 2 - View south of Sisley Road from south of Callison Rd. (6/20/2023, A. Hayes)

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)

Amie Hayes, Dewberry Engineers Inc.

11060 White Rock Road, Suite 200

Rancho Cordova, CA 95670-6061

L11. Date: 7/28/2023

CONTINUATION SHEET

Property Name: Lincoln Hwy. Segment (Sisley Rd.), Penryn, Placer Co.

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Recorded by: Dewberry Engineers Inc.

P3a. Description: (Continued)

Paved c. 1916 by A.C. McLean Construction Company under California Highway Contract #168,²⁰ the original concrete is visible in several areas beneath modern asphalt patches and paving while double yellow traffic lines are visible at the approaches to stop signs at both the north and south junctions along Sisley Road (photos 1, 3 and 7). Where visible, the original concrete is in poor condition (spalling and cracked) and identifiable by the large stone aggregate and color that was used in 1916. Original concrete is primarily visible in portions of the center of the road where new asphalt has been used along both rights-of-way, making it difficult in most areas to discern the original width of the roadway. The southern portion of this segment, near Taylor Road (photos 1 and 3), illustrates a higher concentration of visible original concrete and the original roadway width is also moderately discernable at this location.

Visible from northbound Taylor Road, the eastern side of Sisley Road has a small Lincoln Highway sign (Figure 1) and 20-30 palms line the streetscape; from a review of aerial photographs between 1952 and 2020, these appear to have been planted during the 1980s.²¹ The northwestern portion of Sisley Road, from Callison Road to Orange Hill Road, also has several palms that line the northwest streetscape of Sisley Road as well as both sides of Orange Hill Road where it meets Sisley Road (photos 7 and 8). These appear in aerial views from the 1950s and were surveyed in 1992 (P-31-4597).²² However, several of the tree tops have been removed and approximately 10 remain intact along Sisley Road, though a few more are still existent along Orange Hill Road).²³ Curbing is not present along the roadway; however, several areas exhibit a grade change of several inches (6"-12") from the top of the roadway down to the right-of-way (photo 5). Various additional modern signage, utility lines and poles, trees and landscaping (designed and natural), fencing and driveways are also visible from Sisley Road. Many of the driveways and connecting streets, where they intersect with Sisley Road, are paved in newer asphalt including the Orange Hill Road intersection (photo 8). California State Highway "C" monuments are located along this segment as well (photo 9), on both the east and west sides of the road segment (adjacent to metal right-of-way poles). Eight have been currently identified and have been spatially located on Figure 1, Lincoln Highway Segment Features (Sisley Road). While these are not readily discernable as highway features due to their general lack of visibility because of overgrowth and grade level locations, it is possible that more are still existent along this Sisley Road segment of Lincoln Highway.

The Penryn Canal is also present and follows the general northern trajectory of this segment, crossing the road in multiple locations along this segment (see Figure 1). The Union Pacific Railroad (UPRR) is additionally present in the general vicinity, also following the northern direction of Sisley Road; however, the railroad is nearest to this segment when crossing Callison Road at the northern terminus (Figure 1) and does not intersect with Sisley Road.

²⁰ California Highway Commission, Dept of Engineering, State of California. Bi-Annual Report. 30 June 1946, p 288.

²¹ Nationwide Environmental Title Research, Historic Aerials, 1952-2020. Accessed during 7/2023 at <https://www.historicaerials.com/viewer>.

²² Terhorse, Brian F. Placer County Department of Museums Cultural Resources Inventory. Survey # P-31-4597. Property ID 108840 (Historic Name: unknown), 1992.

²³ Nationwide Environmental Title Research.

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Property Name: Lincoln Hwy. Segment (Sisley Rd.), Penryn, Placer Co.

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P5a. Photos: (Continued)



Photo 3 – View south toward Taylor Road near the southern end of the Lincoln Hwy. segment. View illustrates original concrete aggregate and coloring beneath modern asphalt, original concrete roadway edge (yellow arrow), and surrounding landscape of modern fencing and c.1980s palms. (6/20/2023, A. Hayes)



Photo 4 – Typical portion of Lincoln Highway segment where majority of north and southbound lanes are paved or patched in asphalt; however, original concrete is still visible in many areas, primarily near the center of the roadway. (6/20/2023, A. Hayes)

CONTINUATION SHEET

Property Name: Lincoln Hwy. Segment (Sisley Rd.), Penryn, Placer Co.

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Photo 5 – View northwest along eastern right-of-way illustrating approximately 10" of grade change between the roadbed and right-of-way due to built-up modern asphalt. (6/20/2023, A. Hayes)



Photo 6 – View illustrates original concrete on the left with modern asphalt paving along the right edge of the roadway; the portion of roadway in the background is a section wholly paved in asphalt, which occurs at various areas along this segment. (6/20/2023, A. Hayes)

CONTINUATION SHEET

Property Name: Lincoln Hwy. Segment (Sisley Rd.), Penryn, Placer Co.

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Photo 7 – View south from the northern portion of Sisley Road where it meets Callison Road. Image illustrates palms (some without fronds removed at the top), modern asphalt covering original concrete, power lines, and double yellow line that ends at the stop sign for the adjacent intersection. (6/20/2023, A. Hayes)



Photo 8 – View west toward Orange Hill Road from Sisley Road. Intact palms are visible as well as others with their fronds removed. (6/20/2023, A. Hayes)

CONTINUATION SHEET

Property Name: Lincoln Hwy. Segment (Sisley Rd.), Penryn, Placer Co.

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Photo 9 – California State Highway “C” Monument with associated right-of-way marker to identify location along Sisley Road. Eight markers have been located, but others could still be existent. (7/19/2023, S. Burns)



Photo 10 – Sisley Road, c. 1914 photo.²⁴

²⁴ Trey & Monica's Pitsenberger's Adventures in California History blog. Then and now, along the old Lincoln Highway in Penryn. Accessed on July 20, 2023 at https://pitsenberger.com/blog/then-and-now-along-the-old-lincoln-highway-in-penryn?fbclid=IwAR0pIIDxheC4_g2PBxHZwi mYqsMhBlgnpjR7xuHmHHz8sdaaTStJHoXTCU4.

CONTINUATION SHEET

Property Name: Lincoln Hwy. Segment (Sisley Rd.), Penryn, Placer Co.

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Recorded by: Dewberry Engineers Inc.



Photo 11 – January 2023 image illustrating same general area as Photo 10. This portion of the segment now has modern fencing, housing, and concrete driveway pavement on either side. Additionally, utility poles and electrical lines are present overhead and the roadway illustrates a predominance of modern asphalt, though original concrete is still visible new the center of the roadbed. (Google, January 2023)